

DEATH OVERTAKES WILLIAM W. FINLEY

Southern Railway President Victim of a Stroke of Apoplexy.

ATTACKED SUDDENLY
IN EARLY MORNING

Beginning as Stenographer and Clerk, He Steadily Advanced in Railroad Work.

Washington, Nov. 25.—William Wilson Finley, president of the Southern Railway, and a leading figure in movements for the development of the South, died here to-day from a stroke of apoplexy which he sustained a few hours before. He did not regain consciousness after he was stricken.

Mr. Finley's family, friends and associates were wholly unprepared for his sudden death. It came absolutely without warning. Hardly past the prime of life, he was vigorous and energetic and seemingly in the best of health until a moment before he was felled by the stroke. He passed the evening yesterday quietly with his family, and retired apparently in the best possible physical and mental condition.

When he rose, about 7 o'clock this morning, Mr. Finley casually observed to Mrs. Finley that he had a feeling of slight oppression in his head. His wife left the room for a moment to obtain some mild remedy, and when she returned he was leaning over a dresser, with his head buried in his hands. She tried to assist him, but found him unconscious.

Aid was summoned and the family physician was called, but all efforts to restore him to consciousness were futile. He died at 1:50 o'clock this afternoon, with Mrs. Finley, three of his daughters and his son at the bedside.

Not even Mr. Finley's most intimate personal and business associates knew that he had been stricken. Many of his personal friends were attending the rate hearing before the Interstate Commerce Commission. His only son, W. W. Finley, Jr., connected with the traffic department of the Pennsylvania Railroad at Newark, N. J., was notified of his father's condition and arrived at the house about fifteen minutes before the death.

Mrs. Finley is survived by Mrs. Finley, Misses Lottie V., Lillie D., Leonora and Celestine Finley and his son. Miss Lottie was out of the city and could not reach here before her father's death.

Funeral services will be held in St. John's Episcopal Church, this city, at 11 a. m. next Friday. The burial will be in Oak Hill Cemetery.

William Wilson Finley was appointed to the presidency of the Southern Railway in 1906, on the death of Samuel Spencer. He was born at Pass Christian, Miss., on September 2, 1853, and devoted his life to railroad work.

At the age of twenty Mr. Finley entered the service of the old New Orleans, Jackson & Great Northern and the Chicago, St. Louis & New Orleans railroads, remaining in their employ from 1873 until 1883 as a stenographer and in other clerical capacities. He gained much valuable experience and attracted attention, and was regarded in railroad circles as a young man of promise.

Mr. Finley became the assistant general freight agent of the Texas & Pacific division of the Missouri Pacific in March, 1885, remaining there two years, when he became general freight agent for the receivers of the Texas & Pacific Railway. Later he became general freight agent for the Pennsylvania Route, comprising the Fort Worth & Denver City, the Denver, Texas & Fort Worth and the Denver, Texas & Gulf roads.

The next step in Mr. Finley's advancement came in 1889, when he was chosen as chairman of the Trans-Missouri Pacific Association. A year later he went to the Western Passenger Association as chairman and served two years, resigning to become general traffic manager of the Great Northern and Montana Central railroads.

Mr. Finley then became associated with the Southern Railway as third vice-president. Later he was second vice-president of the Great Northern Railway, but returned to the Southern system as second vice-president. In December, 1906, he was elected president of the road.

Mr. Finley was a speaker and did much to make the people of the country understand the railroad situation. In 1909 the University of Tulane conferred on him the degree of LL. D. He was also president of the Southern Railway Company of Missouri, the Cincinnati, New Orleans & Texas Pacific Railway Company, the Alabama Great Southern Railroad Company, the Georgia Southern & Florida Railroad Company, the Virginia & Southwestern Railway Company and the Northern Alabama. He was a director of the Chicago, Indianapolis & Louisville Railway Company, the Old Dominion Steamship Company and several other enterprises and corporations.

Morgan Plans for Xmas Rush.

To provide for the Christmas mail and money order rush, Postmaster Edward M. Morgan will ask the Washing-



WILLIAM W. FINLEY

ton authorities to give him an extra force of 475 clerks and other employees. Of this force, 155 clerks will be assigned to the money order department and 100 to the foreign mail branch, while the remainder will distribute the holiday mails.

THOMAS M. EMERSON DEAD

Was President of Atlantic Coast Line Railway.

Wilmington, N. C., Nov. 25.—Thomas Martin Emerson, president of the Atlantic Coast Line Railway Company, died to-day at his home here, following an attack of acute indigestion yesterday while on a trip of inspection over the system.

Mr. Emerson was born in Preble County, Ohio, March 29, 1851. He entered the railroad service in 1867 as a clerk in the freight office at Hagerstown, Ind.

DENY CORNER IN STEEL

Witnesses Testify That Competition Ruled Prices.

Several witnesses testified yesterday in the case of the government against the United States Steel Corporation that they had bought steel and iron upon a competitive basis. Albert E. Converse, president of the H. C. Tack Company, of Cleveland, said that his company, which manufactures fifty kinds of tanks and small nails, making from 25,000,000 to 30,000,000 tanks a day, had bought on a competitive basis.

John H. Smith, of the Smith Brothers Hardware Company, of Columbus, and Lenned D. Letty, of the Kirk-Letty Manufacturing Company, of Cleveland, testified as to the competitive nature of the steel business. The Smith Brothers Hardware Company purchases wire, nails, poultry netting, etc., and the Kirk-Letty company manufactures bolts, nuts and screws.

SABOTAGE THEIR WEAPON

Silk Workers Hope to Win by Harassing Owners.

The Industrial Workers of the World leaders of the Paterson silk mill operatives announced yesterday a new war against their employers. The first gun to be fired December 1, unless the silk mill owners avert the threatened struggle by agreeing to capitulate by that date.

Ewald Koettgen, a general organizer of the Industrial Workers, said that the coming struggle should fight be necessary, would be waged along entirely different lines from those followed in the last strike, which lasted for twenty-two weeks and cost more than \$1,500,000 through the industrial stagnation it brought about.

SAMUEL MANNING SUICIDE

Ex-Engineer in State Architect's Office Shoots Self.

Syracuse, N. Y., Nov. 25.—Samuel Manning, formerly chief engineer in the State Architect's office at Albany, committed suicide last night. His body was found in a lonely spot on the outskirts of this city. He had shot himself through the right temple.

Manning was removed from the office last May. He went to Buffalo and became associated with the firm of Green & Wickes, architects, on many state buildings. He was subject to nervous attacks and returned to Syracuse. Dependence undoubtedly caused his suicide.

TIGER TAMERS MEET TO PLAN END OF TAMMANY

The first meeting of the Committee of Eleven which is to nominate members of the Committee of Two Hundred and Fifty to reorganize the Democratic party in New York City was held yesterday afternoon in the Reform Club, No. 9 South William street. The nominating committee selected the first fifty members of the Committee of Two Hundred and Fifty and took steps toward the tentative selection of additional members.

RAILROADS RECITE LOSSES OF INCOME

Show Great Decline in Net Revenues in Plea for Higher Rates.

"SUFFERING FROM
SLOW STARVATION"

Figures Given as Basis of Arguments To Be Made for 5 Per Cent Advance.

Washington, Nov. 25.—Preliminary hearings before the Interstate Commerce Commission on the application of the railroads in Eastern "classification territory" for an advance of 5 per cent in all freight rates were concluded late to-day. An adjournment was taken until December 10 to afford the commission and the opposing counsel time to analyze the mass of statistics, testimony and statistics submitted by the attorneys for the roads.

Evidence submitted to-day was designed to demonstrate in concrete and analytical form the declared necessity for the proposed increase in rates. Accounting experts, statisticians, rate makers and experienced traffic officers submitted a wilderness of tables, showing the financial operations of the Eastern roads, separately and combined. They are to be made the basis of the testimony to be offered later in support of the proposed increase.

The figures offered to-day tend to prove that while the roads generally are enjoying an increased business, returns from operations continuously are decreasing, until, as W. C. Maxwell, general traffic manager of the Valparaiso, declared "the situation is becoming daily more serious. We are suffering from slow starvation."

It was stated that the demands of the traveling and the shipping public for improvement and extension of railroad facilities could be met by the roads only as they were enabled to obtain more money. The margin of profit, it was asserted, was so constantly narrowing that it was becoming increasingly difficult to obtain the necessary additional capital with which adequately to maintain, equip and operate the roads.

Anthracite Coal Unchanged.

Elaborate explanations were made of the methods pursued in making the 5 per cent increase, which, substantially, it was developed, applied to all traffic except east-bound anthracite coal.

On anthracite coal no increase was made, because of pending investigations by the Interstate Commerce Commission and by the Department of Justice.

Mr. Maxwell testified particularly as to results of operations and financial condition of railroads between Pittsburgh and Buffalo in the Central Freight Association territory, his data relating to thirty-eight railroads, with 21,957 miles of line.

All those railroads, the witness said, while showing in 1913 a gross increase in operating revenues of \$18,000,000 more than for 1912, suffered a loss of \$12,000,000 in operating income.

"This result," said Mr. Maxwell, "was due to an increase in the ratio of operating expenses and taxes as between 1912 and 1913 from 72 per cent to 74.2 per cent. This showing was made despite the fact that large sums of new capital were invested in additions and betterments."

"Besides the loss in net revenues for the year ended June 30, 1913, as compared with 1912, the figures for these same thirty-eight roads for the three months of July, August and September, 1913, show a decrease in net operating earnings of \$6,577,333, or approximately 29 per cent."

Typical Conditions Shown.

Mr. Maxwell directed special attention to the condition of a group of roads which, as claimed by F. A. Delano yesterday, were more particularly representative of the whole situation in Central Freight Association territory. That group embraces twenty-eight roads, with 23,167 miles of road, or 51.5 per cent of the entire mileage in the territory, and including such lines as the Big Four system, Vandalia, Chicago & Eastern Illinois, Grand Trunk Western, Grand Rapids, Illinois Central, Chicago & Alton and Wabash railroads.

"In 1913 roads in this group," Mr. Maxwell asserted, "earned \$63,000,000 more than in 1912, which is known as the panic year, and operating expenses and taxes were \$26,000,000 more. Net earnings, after paying expenses and taxes, were only \$37,000,000 more than in 1912. The net corporate income of these properties was actually \$9,000,000 less than in 1912, although during this five-year period \$180,000,000 new capital was put into these properties."

In 1912, according to Mr. Maxwell's figures, the roads in this group earned \$28,000,000 more than in 1910, operating expenses and taxes were \$45,000,000 more, and the net, after operating expenses and taxes, decreased \$9,500,000, while the corporate income decreased almost \$17,000,000. Commissioner Clements inquired about the sources of the new capital, but the information was not immediately available. Mr. Maxwell promised, however, to furnish later details concerning the roads' financial transactions.

Decrease in Incomes.

Dr. Frank H. Dixon, of Dartmouth College, who directed the preparation of statistics submitted yesterday for the railroads, reviewed the figures in detail to-day. He stated that the total operating revenues for the respondent systems were greater by \$181,000,000 in 1913 than in 1910; that operating expenses, taxes and net revenues from outside operations were greater by about \$191,500,000, so that operating incomes showed a decrease approximating \$10,500,000, despite the fact that there was an increase of \$690,000,000 in property investment.

Railway net return for 1913, Dr. Dixon said, represented 5.7 per cent on capital, while 1914 manufacturing concerns in the United States showed a corresponding return of 11.8 per cent, and the net return for all manufacturing industries in the country was 12 per cent.

Aggregate compensation to railroad employees, excluding general officers, in the group affected, increased, according to Dr. Dixon, from \$261,000,000 in 1913 to \$267,000,000 in 1912, or 56 per cent. The amount of increase between 1910 and 1913 was \$57,000,000, and the rate of increase 11 per cent, while the annual average for the second half of the decade (1908-12) was greater than the annual average for the first half (1903-07) by \$56,000,000, or 23 per cent.

At present the average wage of an engineer, passenger or freight, is \$1,600 a year; of a fireman, \$850; of a conductor, \$1,151; and of a trainman, \$1,016 a year.

Figuring the Advances.

C. C. McCain, chairman of the Truck Line Association, who had supervision of

the preparation of the proposed advanced tariffs, explained the methods employed in figuring the advances.

The proposed first-class rate between New York and Chicago, said Mr. McCain, was 78.8 cents a hundred pounds, instead of 75 cents, as at present. In this increase the rates were expressed in terms of a cent. The same system was employed in figuring rates to intermediate points. This resulted in making the increase in some instances more and in other instances less than 5 per cent. All of the class rates were based on a percentage of the New York-Chicago rate.

Mr. McCain explained that all differentials, both between cities and between established differential routes, had been preserved.

According to Mr. McCain, the New England rate structure on westbound traffic was not affected by the proposed advance, though eastbound 5 per cent. Rates on export and import traffic were affected precisely as domestic rates.

"On bituminous coal," said Mr. McCain, "it is proposed to advance rates from all fields approximately 5 per cent, preserving such differentials as now obtain."

R. Morris, chairman of the Central Freight Association, submitted an elaborate statement of the changes in the rate structure in the central territory affected by the proposed advance. He explained the statement in detail, following closely the lines pursued by Mr. McCain.

Pennsylvania R. R. Rates.

R. H. Large, general freight agent of the Pennsylvania Railroad, explained that that system, in preparing the advanced tariffs, had preserved carefully the present rate relationship, both regional and destination. He testified that 5 per cent had been added to present rates on soft coal Westbound. The increase was figured by taking the average of the rates from four fields and adding 5 per cent to it. This method, he said, resulted in an increase of less than 5 per cent on water-borne coal.

On anthracite coal Mr. Large said, the advance on Westbound traffic had been made 5 per cent via the all-rail route through Pittsburgh. To Eastern destinations no advance had been made at all on anthracite, because existing rates already had been the subject of consideration the commission had under consideration the results of an investigation of the transportation of hard coal. He asserted that that anthracite was being sold in the East "at substantially less than the cost of production."

"It is absolutely necessary," declared Mr. Large, "for us to make a substantial profit on the transportation of coal, because it constitutes so large a percentage of the traffic. If we were forced to decrease our coal rates we should be obliged to increase enormously the rates on other traffic in order to break even."

"Assuming that your profit on the transportation of coal is 50 or 75 or 100 per cent," inquired counsel for the Pittsburgh Coal Company, "would you favor the addition of the proposed 5 per cent?"

"Yes," replied Mr. Large, "because the returns on the traffic now are insufficient to meet our absolute needs. No such profit, however, is being made."

TRADES HAND FOR LESSON IN SCIENCE

Boy Gets a B. S. from School of Experience as Experiment Ends in Explosion.

Zeal for the advancement of science cost Gottfried Meier, Jr., fifteen years old, of No. 243 East 55th street, his right hand yesterday. The police could not learn the exact nature of his unlucky experiment, but his hand was so badly lacerated that it had to be amputated.

Gottfried was a member of the graduating class of Public School 18, in East 51st street. He has been interested in electrical appliances for some time, and has been reading a book on experimental science which he obtained at the Y. M. C. A. library. When he came home from school yesterday he had a piece of iron shaped like a small horseshoe. He asked his mother for some copper wire, and the request being refused, got it from another source.

Soon afterward Mrs. Meier heard hammering in the back yard and knew that Gottfried was at work upon his experiments. The boy was hammering on the window sill of the ground floor when there was a loud explosion. Gottfried ran through the hall screaming with pain and was brought back into the house by neighbors. His face was burned with powder and his right hand was badly mangled.

An ambulance call was sent to the Reception Hospital, and when Dr. Bowman came he said that the boy's hand must be amputated. Gottfried said he was making a battery for an electric bell. The police thought that some of the supposed wire which he hammered was a dynamite cap.

Gottfried had had a number of unfortunate experiences. When he was nine years old he fell into a bonfire in front of his home and his hair was burned off and he received severe burns on the body, the marks of which remain to the present time. He was confined in a hospital for several weeks at that time.

MORE GOLD FOR CANADA

\$2,250,000 Taken by Local Banks Yesterday.

Banks in this city took \$2,250,000 more gold yesterday for shipment to Canada. Of this amount, \$1,500,000 was taken from the Clearing House vaults instead of from the Sub-Treasury, which usually supplies the gold required for such shipments. This transaction excited some comment in the financial district, but the same thing has been done before on several occasions.

Local banks have now shipped \$6,350,000 gold to Canada within a week, part of which was required to pay for Canadian bonds sold abroad.

Frederick Townsend Martin

Ill in London Hotel.

[By Cable to The Tribune.] London, Nov. 26.—Frederick Townsend Martin is lying quite ill at the Berkeley Hotel. He is suffering from a nervous breakdown. He was taken ill a few days ago, but his condition is not serious, though he nevertheless needs a rest very badly.

ZELAYA IS STILL SOUGHT IN VAIN

No Trace of Nicaragua's Ex-Dictator Found by Secret Service Men.

NOT IN CANADA,
HIS SON ASSERTS

Marshall Examines Irias and Macias, Former Aids, but They Plead Ignorance.

General J. Santos Zelaya, former dictator of Nicaragua, who is wanted in his native land to face a charge of murder, continued to evade arrest yesterday. Secret Service men scoured the city all day but found no trace of the wily Nicaraguan. C. Alphonse Zelaya, who says General Zelaya had escaped to Canada. He was, however, unable to say where he was.

H. Snowden Marshall, United States District Attorney, investigated the disappearance of Zelaya by summoning Julian Irias to the federal building yesterday afternoon. Irias, who was Zelaya's minister general, assured Mr. Marshall that he knew nothing about the movements of his former chief, nor did he sympathize with him.

Irias, who has dined with Zelaya at least once since Zelaya's arrival here, admitted he had represented the followers of the dictator in Nicaragua, but said all were now against Zelaya. He was closeted with the officials for nearly two hours. It was explained that much of the time was consumed in efforts to get an interpreter.

The escape of Zelaya on Saturday was due, it was reported, to delay in delivering the warrant for his arrest at the office of Marshall Henkel, in the federal building. It should have been delivered Saturday afternoon, it was said, but did not reach there until Monday morning. Meanwhile, it is said, a friend of General Zelaya got wind of the impending arrest and warned him to leave the Hotel Hargrave, where he had been staying since Friday. He went to the Hargrave from the Waldorf-Astoria, where his presence had become known to secret agents of President Estrada of Guatemala.

It was also rumored yesterday that Zelaya was being watched by private detectives at the Hotel Hargrave when he was advised of his approaching arrest. Joaquin Macias, Zelaya's ex-consul general to Birmingham, England, who has been the general's private secretary, said yesterday at the Hargrave that General Zelaya could not be so very far away, as he left all his baggage at the hotel. Macias assured all that the general's visit to the United States was inspired solely by a desire to look after his personal affairs. He said that Zelaya owned property in New Orleans.

Although Zelaya is charged specifically with the murder of a fellow countryman named Sixto, it is believed that the execution by his orders of the Americans, Groce and Cannon, will figure in his trial, which, it is said, is to be held at Managua. A charge involving the theft of \$12,000, it is said, will also be brought against the ex-dictator.

IMPORTER HELD IN FRAUD

Accused of Undervaluation, Amounting to About \$150,000.

Carl Thalheim, president of C. Thalheim & Co., of No. 4 West 4th street, importers of artificial flowers, feathers and straw braids, was yesterday arraigned before United States Commissioner Shields on the charge of undervaluation of merchandise imported from Europe. He was held in \$10,000 bail for examination.

Assistant United States District Attorney Addison S. Pratt said false entering of merchandise has been going on for about seven years. The government's loss is estimated at \$150,000. Special Treasury Agent H. D. Esterbrook has been investigating the entries of merchandise made at the Custom House by C. Thalheim & Co. for some time. Upon comparing the company's secret invoices with the consular invoices the alleged systematic undervaluations were discovered. Mr. Esterbrook has information regarding many undervaluations, he says.

Another arrest will be made in the case shortly.

ROSENHEIMER CASE ENDED

Man Whose Auto Killed Girl Only Guilty on Technicality.

Edward T. Rosenheimer, who was acquitted three years ago of a murder charge, which was brought as the result of his running down and killing Grace Hough on Pelham Parkway with his automobile, pleaded guilty of a violation of the Callan automobile law before Judge Mahoney, in General Sessions yesterday. Sentence was suspended upon the recommendation of the District Attorney.

Isidor Wasservogel, Assistant District Attorney, told the court that his investigation showed that Rosenheimer was guilty only of a technical violation of the law. It was alleged that after the accident Rosenheimer failed to report it immediately to the police, according to the law.

Mr. Wasservogel found that although Rosenheimer did go home after striking the carriage in which Miss Hough was driving, he returned immediately in a buggy to the scene of the accident. Every one had gone by that time, and he found no one to whom he could report the fatality.

CHESTNUT BLIGHT FATAL

Man Dies Who Eats of Squirrel Poisoned by Nuts.

Hartford, Conn., Nov. 25.—Another death attributed to the chestnut blight, the fifth in the state this fall from that cause, occurred to-day at Glastonbury, when Everett O. Hale, thirty years old, died at his home here.

He was taken ill last night after eating of a gray squirrel, and the attending physician gave the cause of death as ptomaine poisoning, due to the squirrel having eaten chestnuts affected with the blight before it was killed.

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SIFT LIFE POLICY LOANS

Insurance Presidents Plan for Convention Next Month.

The seventh annual convention of the Association of Life Insurance Presidents will be held at the Hotel Astor on Thursday and Friday, December 11 and 12. The practice of policyholders of mortgaging their life insurance, thereby reducing the amount of protection for their beneficiaries, will be considered at the convention.

Robert Lynn Cox, general counsel and manager of the association, said last night that the rapid increase in policy loans has led many companies to put clauses in new policy contracts permitting them to defer the making of loans for from sixty days to six months, so as to avoid the effects of unusual demands that might be made during a general financial stringency.

COTTON REFORMS

Plan to Extend Examinations for Future Delivery.

In line with its announced policy of preventing corners and manipulations of the cotton market in the future the board of managers of the New York Cotton Exchange has directed a special committee to work out a plan to extend its system of guaranteeing, certifying and examining grades of cotton for future delivery. For the past twenty years it has been the custom for all cotton sold for future delivery to be examined only at this port.

It is proposed now that this system be extended to warehouses in Southern cities which offer the necessary facilities of size, safety and availability. If this plan can be carried out it is believed that it will prove a great boon to the cotton trade. William V. King, superintendent of the Cotton Exchange, regarding the plan, said:

"It will prevent corners and manipulations of the market, and it will give the owners of the cotton a reliable guarantee of the grades, thus making it more saleable to the mills at home and also for export to any part of the world. It will also make cotton one of the safest commodities in the world to loan money upon, because the bank or banker will know by the warehouse receipt and the guarantee of grade that the cotton is safely stored in an approved warehouse and what its market value is. The Chamber of Commerce of Columbia, S. C., realizing what a great benefit this will be to all concerned, has already sent a deputation to the New York Cotton Exchange to assure it of its cordial support and earnest wish to co-operate in putting into effect such a beneficial plan."

SMOKED 80 YEARS, BUT DIDN'T DRINK

This Was Habit of Man Who Died at 98—Held Oldest Insurance Policy.

Hearken, old smokers and be of good cheer. Devotees of "My Lady Nicotine" who fear deleterious results from the use of the much maligned weed are urged to read this brief tale.

A man has recently passed away who had been an assiduous and diligent smoker for eighty years. The cause of his demise, as pronounced by reputable physicians, was old age. He was ninety-eight years old, and up to the end boasted that he had been accustomed to smoke constantly in his waking moments since his eighteenth birthday.

Incidentally, users of alcoholic beverages can gain no measure of comfort from the example of this patriarch, who, when filled with gratification over his immunity from tobacco, declared in the same breath that the products of King Alcohol had no place in his scheme of being.

George L. Newman, of Charlottesville, Va., is the man who attained this proud distinction. He also was known as the holder of the oldest life insurance policy in the United States, which was issued by the Mutual Life Insurance Company of New York in 1844, one year after the company began business.

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